DEPARTMENT OF THE ARMY
HEADQUARTERS, US ARMY AVIATION AND TROOP COMMAND
4300 GOODFELLOW BOULEVARD, ST. LOUIS, MO 63120-1798

REPLY TO
ATTENTION OF

NOV 1 8 1994

Contract Operations Directorate
Watercraft Section, AMSAT-A-PNCC
Modular Causeway Ferry, Contract DAAK01-93-D-0007
Serial Number 0012

Lake Shore, Inc.
Mr. Tom Csmarich, Program Manager
P.O. Box 908
Iron Mountain, Michigan 49801

SUBJECT: Modular Edge Joint Treatment

Dear Mr. Csmarich:

During the Quarterly Program Review #3 on 31 October, we discussed our concerns with you regarding the edge treatment that Lake Shore has elected to use. This same edge finish process proposed was also discussed at the Quarterly Program Review #2 in July of this year.

This edge finish causes concerns for the following reasons:

a) During the assembly process the extended pins from other floating modules can potentially contact and hang on the LSI edge finish process. This contact can open weld joints. This joint (top, ends and bottoms) provides a higher level of exposure to interference between the modules and section and would increase exposure to damage and water entering the modules.

b) During operational usage the LSI section (module) edge treatment acts as a potential sharp edge for the damage of other lighters and Causeway Systems and sections. The additional material (approximately 1/4'' plus) that extends out from the ends, top and bottom edges invariably contacts lighters and would act as a knife edge on the hulls of these other lighters regardless of the fendering used.

The Purchase Description is not definitive about the specific edge treatment to be used, however, the intent and wording in the solicitation and Contract required the Contractor (LSI) to reverse engineer their hardware design to replicate the Government Furnished Equipment (GFE). The GFE uses a smoother edge finish process. The attached sketch provides a graphic presentation of the two edge finish process.

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The welding process used by the original contractor and LSI is different. The origianl contractor welded a basic root weld and then returned with a more substantive fillet weld. This process provided a smooth, unfettered finish of the areas in question. During the early 1980's evaluation of the welding finish process similar to that being employed by LSI was rejected for the reasons noted in a) and b) above.

We are conveying these concerns to you because we are aware of the possibility that any damages experienced by the Modular Causeway Ferry during the First Article Test may be attributable to this edge welding process. The concerns of the Army technical personnel have been discussed with LSI in person-to-person discussions and through datafax transmissions. We are aware, as has been discussed previously, that LSI's decision to employ this edge finish is an economic choice. The edge finish process being used by LSI requires a single weld pass, whereas the original edge finish could require two or more weld passes and some interior weldments or hardware.

We understand your current design decision and as a result need to emphasize any costs resulting from possible damage or delay in successful completion of the First Article Test and resulting schedule delays are the responsibility solely of Lake Shore.

If you have need for further discussion, please contact us. Mr. Stephen Woolery is the point of contact if you need further detail on the attached drawing.

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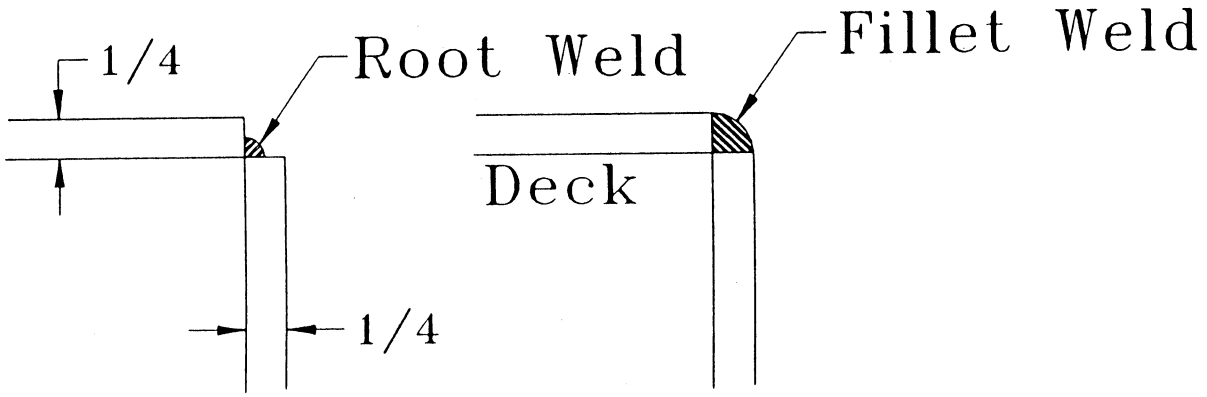
Contracting Officer



Previous Method